A few deve ago an item appeared in the Indianapelis Journal stating that Mrs. Zolde Seguio (Mrs. David Waliace) had left the Abbott Opera Company and would remain in that city during the remainder of the winter. Since her withdrawal from the aompany there have been numerous interviews published in the papers of the leading western cities regarding the reasons for her conduct, none of the statements, however, coming from her. Noticeable among these were interviews with Mr. Wetherall (Emma Abbott's husband) in the Chicago Inter Ocean last week, and with James Morrissey, the business-manager, in the St. Paul Pioneer-Press.

In order to ascertain her reasons for leaving the Abbott Company a Journal reporter cuiled upon her, and, after the usual formalities, stated the object of his visit. Mrs. Seguin said: "When I left the company I decided to make no statements regarding my reasons, nor have I done so until now I am sompelled, by the constant misrepresentations in the papers, to speak in my own behalf. I do not desire newspaper publicity in connection with my private affairs, but I do desire fair treatment."

"From what time does your engagement with the Abbott Company date?"

"Since the Leginning of the season of 1879-20," was the reply. "Before that I had received several very flattering offers from Mr. Hess and other managers, and was more of the town of the purchase of the form of English opera, and that by joining them my professional reputation would be greatly enhanced. A similar offer was made my husband, and, yielding to his solicitations, I decided to sign a contract with them."

"What were the terms of that contract?"

ided to sign a contract with them," What were the terms of that contract?

asked the reporter.

"It was a 'catch' contract, nothing more," was the emphatic reply; "and I will tell you by what dishonorable means I became bound to them. The contract was the same in substance as those I had been used to making, but when I came to read it over, Mr. Morrissey, who was the business manager, said: 'Never mind reading it, it provides for \(\begin{align\*} - \text{a week}, you to sing five times, and is in the usual form for contracts for one season'; so I signed without examining it closely. Instead of being in the usual forta, as Mr. Morrissey said, it contained a clause which bound me for three years if the management chose to keep me, but left me no recourse in the matter. Of course I only intended to bind myself for the coming season." the coming season."

When did you discover your mistake? "Not for some time, and then when I expostulated the management of the company assured me that there would be no trouble about the matter, and so I paid no more attention to it. After we had been out a few weeks Mr. Wetherall informed me that owing to had business than would me that owing to bad business they would be obliged to reduce my husband's salary ) a week. I knew that would wound his fessional pride deepty, for he was very silive, and so I told Mr. Wetherall to leave his salary as it was and reduce zine, which was done, Mr. Seguin, of course, knowing nothing of the transaction. After my husband's death, which occurred a few weeks later, they refused to pay me my full \*\*Salary as provided for by the contract."

\*\*Why did you remain with the company after those transactions?"

\*\*Because I felt bound to them for that

year, and I did not want to do anything dishonorable. I, however, began to look around for the ensuing season, and coasulted my friends as to the proper manner to secure my release. Mr. Rapley, manager of the National Theatre, at Washington. he has only done whatever he could to pro-tect my interests."

"But why were you so desirous of se enring your release in the middle of the

"It was simply because I felt that I was hurting my professional reputation by re-maining with such a company. Last year, maining with such a company. Last year, besides Abbott and myself, we had Custle, Karl, Marie Stone, Ellis Ryse, and Mr. McDonald—all excellent artists. When I joined the company this year I found only Castle, Brigholl, Abbott, and myself as principals, while parts formerly taken by Karl, Ryse, and Miss Stone, and McDonald were done by chorus people, and, oh, how hadly! I felt that we were not keeping faith with the public. We advertised a represeige of a dozen or more operas, but pertoire of a dozen or more operas, but orily."
"In what manner did this affect your

"In what manner did this affect your reputation?"

"Simply in this way: I appeared in operas with such people and the flewspapers could not consistently commend the performance, it was so bad. Consequently I suffered by their criticisms on other people and the company got the reputation of being a very bad one. My friends where we appeared advised me to leave them, but I felt a hesitancy about doing it."

What was Mr. Wetherall's object in not keeping bis company up to its former stand-

keeping his company up to its former stand-ard?"

"I suppose be intended to travel on the reputation already made, and did not care what kind of people he had so they were cheap ones. Frequently I was so mortified by the performances given that I felt like refusing to go on. At our closing night at St. Louis we did the Chimes of Normandy in a manner that would have disgraced a company of amateurs. Everything was done for cheapness; and to illustrate this I will relate an incident. When we closed at Grand Rapids, Mich., we were to go to Muskegon. Before starting, the managers said to the chorus-singers: 'We can't afford to pay for the transportation of your baggage; wrap up your costumes in bundles and carry them, and those poor women were compelled to, although it greatly mortified them, and made them look like an army of washerwomen. As they walked to the depot they were hooled and jeered at by a big crowd that followed them. Now, wasn't that a pice way for a first-class opera company to travel, when it could have been avoided by the payment of a few dollars?"

"Was there any professional jealousy existing between you and Abbott?" asked the reporter.

"None in the least," was the reply: "and

existing between you and Abbott?" asked the reporter.

"None in the least," was the reply; "and there could be none, for I never become jealons. I have been in companies with two great singers in my time—Parepa-Rosa and Miss Kyllogg—and my relations with them were always of the most pleasant character. But to return to my story; We had not been out long this season when I lound that neither Wetheralt, Morrissey, nor Abbota entertained the best feeling towards me, because they feared I would cave them; and to their exertions I am indebted for many of the malicious stories had are prevalent."

Wethersil stated in his first Inter-preview that your husband had breview abstred demands," said the ; "was that true!" indeed; it was not," was the reply. first place, he never demanded that sed the company should be changed, wed equally with Abbott. Weth-bland me before the beginning of

stood."

\*\* What about Morrissey's statement in the Pioneer Press, in which he said you claimed that he wanted to marry you?"

\*\*It was a mass of lies from beginning to end, and Mr. Morrissey knew it. He is beneath contempt, and his reputation is not the best by any means. Perhaps if I wanted to I could tell several things that would not reflect great credit upon him."

\*\* Were your personal relations with the members of the Abbott Company pleasant?"

\*\*Decidedly so, with the exceptions

members of the About Company pressent?"

"Decidedly se, with the exceptions named. For Miss Abbott I entertain only the kindliest feelings. She is an impulsive lady, and says many imprudent things, and she is greatly influenced by those around her. Mr. Castle is undoubtedly the best tenor in English opera, besides being a thorough artist and a polished gentleman; and for the remaining members of the company I have the highest respect. Miss Abbott was jealous of my popularity, and manifested it on every occasion. She could not bear to see anybody but herself receive favorable notices in the papers. To that end she was interviewed by the newspaper people wherever she appeared, these interviews generally being procured at the solicitation of either her husband or Morrissey."

"But the criticisms regarding Abbott have not been altogether favorable lately,"

have not been altogether favorable lately," suggested the reporter.

"Not by any means," was the reply, "although I have frequently personally interceded with my press friends in her behalf. This reminds me of an incident which will show the sincerity of Mr. Morrissey's prelensions as to Abbott's greatness as a lyric artist. He left the company at Chicago on account of a disagreement between him and the managers. He immediately procured himself to be interviewed in Kansas City, where they were to appear, and made a most scurrilous attack upon the different members of the company, saying that Abbott could not sing, pany, saying that Abbott could not sing, that she was the worst over-estimated per-son in the country, and all that sort of thing. Afterwards there was a reconciliation, and he rejoined the company, and again began puffing the people he had so mercilessly maligned the week before."

"And on account of the various matters referred to you left the company?" said the

"Precisely so—because the managemen had violated their contract with me; because they have made false and malicious statements about me; because I knew I was travelling with an inferior organization,

and that my professional reputation was suffering thereby; because Wetherall did not fulfil his promise to me, and, finally, because I was subjected to insult and mis-treatment." "What are your present intentions re-

garding another engagement?"
"I prefer not to discuss them at present. "I prefer not to discuss them at present. I will only say that I will first get an honorable release from the Abbott Company and then I may make definite arrangements. I only desire to keep faith with the public, for it has been my best friend. I have several tucrative offers, and could to-day sign a contract for 1883 for \$500 a week and expenses, but prefer not to do so. I was treated shamefully by the Abbott management, and it was impossible for me to stay with the company. I love my profession and expect to continue in it, but I am not comexpect to continue in it, but I am not com-pelled to do so by any means. I don't much like this idea of being interviewed, and have never had occasion to resort to it before, but I felt that I was compelled to do so now that I might deny the stories that have been so maliciously set affoat by my enemies. What reputation as an operation singer I have, I have acquired by years of hard study and conscientious work, and have not been obliged to build myself up by newspaper interviews and unserupulous managers and advance agents."

Mrs. Doswell Married Sure Enough. and Judge McArthur and others gave me tated a few weeks ago by the announce-advice on the subject; and right here I destree to say something emphatically, and that sire to say something emphatically, and that is that the statements made by Mr. Morrissey and Mr. Wetherall that my busband was the not been for him, are totally and maliciously false. Long before I met Mr. Wallace I was determined to secure my release if I was determined to secure my release if I could do so by honorable means, and bis influence has had nothing to do with it, as he has only done whatever he could to protect my interests."

Howard and Mrs. Val, last summer of Mrs. Emmi Doswell, a member of a leading New Orieans family, to Frank T. Howard, and threats of summary punishment from the brother of the lady. Everything now, however, is doubtless lovely, for the New Orleans papers contain a notice of the marriage at Bay St. Louis, Miss., Sunday last, of Frank T. Howard and Mrs. Emma Doswell, a Catholic priest officiating. lic priest officiating.

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STREET NEAR BYRD STREET, By virtue of a deed of trust dated 18th December, 1879,
recorder in Richmond Chaucery Court, D. B. 116
C, page 471, executed by H. C. Arnett et als to the
underlighted, trustee, and whereas default has been
made in the payment of the note therein secured,
and being required so to do by the beneficiary, I will
sell, on the premises, on

TUESDAY, JANUARY 4. 1880. TUESDAY, JANUARY 4. 1880.
at 4 o'clock P. M., the REAL ESTATE described in said deed as follows: "Reginning at a point 30 feet distant from the northwestern intersection of Jefferson and Byrd streets, thence running slong its: west line of Jefferson street northwardly 30 feet, thence back and between parallel lines 120 feet, thence back and between parallel lines 120 feet, to an alley in common 20 feet wide."

TERMS: By consent of all, one fourth cash; balance at six, twelve, and eighteen months, interest added, and secured by deed of trust.

W. A. JENKINS, Trustee.

J. THOMPSON BROWN, Auctioneer. de 24

IMMEDIATELY AFTER THE ABOVE FALE I will sell the adjacent TRIANGULAR LOT, tying between the above property and the penitentlary lot and between Jefferson and Belvidere streets. This LOF has two fronts—one of 103 feet on a street between it and the penitentlary lot, and one on Belvidere street of 40 feet, more or less; thence running 50 feet, inore or less, along a twenty-foot alley to the north line of sald lot, which is 120 feet, and extends from said alley to Jefferson street. This is quite an eligible lot either for a dwelling or store purposes.

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J. THOMPSON BROWN.

de 28

By Jno. E. Laughton, Jr., Auctioneer, 1206 Main street.

THE CHOICE AND EXTENSIVE LAW AND MISCELLANEOUS LIBRARY of the late Hon. William Green. LL. D., will be sold at auction by the subscriber, commencing JANUARY 18, 1881,

at 4 o'clock P. M., and continued daily until the whole is sold, at the store No. 920 Main street, un-der Lee Gallery.

The BOOKS will be ready for examination Janu-ary 10th lastan. Auctioner of Literary and Personal Property, &c., de 29-code's SAND-BAR FOR RENT AT AUCTION, On

TUESDAY, JANUARY 4, 1891. TUESDAY, JANUARY 4, 1891.

at 12 o'clock M., we will rent at onction, for one year, the FXCLUSIVE RIGHT TO GET SAND FROM MAYO'S BAR, on the south side of the dock. This privilege has been very remanerative in the nast, and in the hands of an enterprising man will doubtless be very valuable.

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By request of the Receiver.

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18T JANUARY, 1881, at 12 o'clock M., for the said year, the FARM known as PLAINDEALING, containing 104 teres, on the Nine-Mile road about 2½ infles from the city of Richmond.

TERMS: Made known on day of rental, dolln'r, JONES, sheriff of Henrico county.

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FORECLOSURE SALE. CIRCUIT COURT OF THE UNITED STATES FOR THE FOURTH JUDICIAL CIRCUIT AND

THE EASTERN DISTRICT OF VIRGINIA.

The Atlantic, Mississippi and Ohlo Railroad Company and others.

By virue of and pursuant to a indgment and decree of foreclosure and sale rendered and entered at the April term of the said Court. 1879, in the above-entitle daction. I. Matthew F. Piessants, master appointed therein to sell all and singular the MORTGAGED PREMISES. FRANCHISES, and PROPERTY, BOTH REAL, PERSONAL, and MIXED, mentioned in the complaint is the said action, and in the said fudgment and decree, being the same mortgaged, or intended so to be, to the plaintiffs and Francis Skiddy, since deceased, by a mortgage bearing date the 9th day of September, 1871, do hereby give notice that on

MONDAY THE 1ST DAY OF NOVEMBER, 1880. AT 12 O'CLOCK NOON.

at the north front door of the Custom-House of the United States, in the city of Richmond, Va. I shall proceed to sell at public auction, to the highest bidder, the following-described PROPERTY—that is to say:

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RAILROAD, ALL REAL ESTATE, RIGHTS OF WAY, EASEMENTS, FIXTURES, MACHINERY. ROLLING-STOCK. TOOLS, EQUIPMENTS, RAILROAD SUPPLIES.

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warded by the undersigned master by mail to those applying therefor.

Such sale will be made on the terms specified in the decree of sale, of which bidders will take notice, and subject to certain subsisting prior liens upon the premises, particularly described in the sald judgment and decree, and a statement of which will be open for the inspection of bidders thirty days prior to and at the time of sale.

M. F. PLEASANTS, Master.

RICHMOND, VA., July 5, 1880.

10TH DAY OF FEBRUARY, 1881,

at the place therein mentioned.

M. F. PLEASANTS, Master.

RICHMOND, VA., November 1, 1880. COMMISSIONERS' SALE OF VALUA-BLE REAL ESTATE IN CAROLINE AND HANOVER COUNTIES - Pursuant to decrees of Hanover Circuit Court in the suit of "Gregory's executor vs. Brown's excentors and als.," entered May 22, 1875, and November 9, 1877, the under-sigued, special commissioners, will proceed to sell at public auction. at the following times and places, the REAL ESTATE of which John D. G. Brown died setzed;

First, On . JANUARY 11, 1891, at 10% o'clock A. M., at Ruther Glen depo', on the Richmond, Fredericksburg and Potomac railroad, in Caroline county, we will offer for sale the TRACT OF LAND containing THREE HUNDRED AND THIRTY-SIX AND ONE-HALF ACRES, on Reedy swamp, Caroline county, adjoining the lands of James 'T. Butler and others, The attention of lumbers, dealers is called to the sale of this tract, Second, On Second. On JANUARY 12, 1881.

at 11 o'clock A. M., we will offer for sale at public anction, on the premise, the TRACT OF LAND known as "Hickory Bottom," in Hanover county, the late residence of John D. G. Brown, deceased, containing FOUR HUNDRED AND THIRTY ACRES, more or less, and situated on Little river, adjoining the lands of the "Scotch-Town" estate. This tract will be subdivided if desired.

THENGS: Knough in cash to pay the costs of suit and of sale, and the residue in three conal instalments at one, two, and three years from day of sa e, the nurchasers to give londs, with approved prevenal security, and bean interest from day of saie, the fille to be retained will all the parchase-money to paid and a conveyance is ordered by the coart.

U. B. HROWN.

W. J. LEARE.

Special Commissioners.

E. VAUGHAN, Crier.

N. B. Immediately after the rule of the real estate known as "Blekory hottom," on January 19 2861. I will sell all the TERROUAL PROPERTY belonging to the astrace of J. D. G. Brown, decreased remaining unso'd. See hand-bills.

SHENANDOAH VALLEY BAILROAD,
CONNECTING AT WAYSESBORD
WITH CHESAPEAKE AND OHIO BAILBOAD. 

BAILROAD LINES.

Waynesboro'...... 6:20 A. M. and 12:20 P. M. at Shenandoah
Works B'...... 11:40 A. M. and 6:00 P. M.
To at Waynes. 8:40 A. M. and 2:40 P. M.
JOSEPH H. SANDS, Superintendent,
Hagerstown, Md.;
VM. G. MACDOWELL, Gen. Agent,
Philadelphia, Pa.;
CHARLES P. HATCH,
General Freight and Pass, Agent,
Hagerstown, Md. RICHMOND, YORK RIVER AND CHESPEARE | RAILEOAD. | SCHEDULE OF TRAINS,
TAKING EFFECT AUGUST 18, 1880

PASSENGER TRAINS.

3:00 P. M. Leave Richmond daily (except Sunday). counceting at West Point on THESDAY, THURDAY and SATURDAY with steamers for all landings on the York river and for Baltimore.

THROUGH PREIGHT TRAINS. 5:00 A. M. Leave Richmond daily (except Sun-10:15 A. M. day), connecting at West Point with steamers for Baitimore on MONDAY. TUESDAY. WED NESDAY; With steamers for New York on MONDAY, WEDNESDAY, and FRIDAY; with steamers for Provi-dence and Boston on TUESDAY and FRIDAY. ASSENGER TRAINS.

10:00 A. M.

Arrive at Richmond dally (excepsunday) connecting at West Poin TUESDAY, THURSDAY, and SAT URDAY with steamers from Baiti THROUGH FEEIGHT TRAINS.

2:50 P. M. Arrive at Richmond daily (except 6:35 P. M. Sunday), connecting at West Point with steamers from Baltimore, New York, Providence, and Boston. No transfer of freight at Richmond to or from southern points. Cars run through between Atlants and West Point. Careful handling and dispatch, with lowest rates, guaranted. guaranteed.
Through bills of lading, with guaranteed rates,
Issued to all northern and western points.
For information, apply at office of the company,
Twenty-third and Dock streets, Richmond, Va.
au 18 H. T. DOUGLAS, Superintendent.

DEPARTURE OF STEARERS.

VIRGINIA STEAMEOAT COMPANY, SUPEBINTENDENT'S PEFFICE, RICHMOND, December 30, 1880.

OPECIAL NOTICE.—Owing to this line, will NOT ARRIVE THIS AFTERNOON NOR LEAVE TO-MORROW MORNING.

Due notice will be given of resumption of schedule.

de 31-1w

L. B. TATUM, Subcriptendent.

PUR NEW YORK.—The Old
Dominion Steamship Company's
steamship WYANOKE, Captain COUCH, will sail
FRIDAY, December 31st, at 3 o'clock P. M.
Freight received until 2 o'clock P. M.
Through bills of lading signed and goods forwarded with dispatch to all points north south, east, and west; also, to foreign ports.
Cabin fare to New York, \$12; steerage, \$6 and \$8.
For freight or passage apply to
6. W. ALLEN & CO., Agents.
de 29-3t
Commany's Wharf, Rocketts.

DICHMOND SMITHFIELD.

COMPANY.—The Istermer Tiger Lily will be reafter leave ner wharf at Rockets EVERY TUESDAY, THURSDAY, and SATUROAY at 6 Celock A. M. for SMITHFIELD. HAMPTON, and WAY-LANDINGS ON JAMES RIVER; returning alternare days.

For freight or nessage, apply at the wharf, or to GRIFFITH & SPRATLEY, Agents, de 29 tf No. 1317 Carv street. FOR NORFOLK, BALTI-MORE, THE NORTH, AND REGULAR LAND-

ALSO

SMITHFIELD AND HAMPTON.

THE SPACIOUS AND ELEGANT STEAMER ARIEL.

GREATLY REDUCED RATES.

(carrying United States mail.) Z. C. GIFFORD, Commander, DON'T BE DECEIVED by unprinci- William Butler Duncan and Samuel L. M. Bar- leaves Rickmond every MONDAY, WEDNESDAY,

> Through tickets on sale on steame Garber's Agency, 826 Main street, Ba FREIGHT. Freight received daily for Norfolk, Portsmonth, Smithfield, and Hampton; Washington, D. C., Newberne, Washington, and Tarboro', N. C., and all points in Eastern North Carolina; also, for Eastern Shore of Virginia, Old Point, and all regular landings on James river, at LOWEST RATES, and through bills fraued.
>
> se 11 Special Special Superintendent.

OLD DOMINION STEAMSHIP COMPANY. FOR NEW YORK.

This company will dispaten one of their splendic steamers—OLD SOMINION, WYANOKE, MAN-HATTAN, ISAAC ESLIL, and RICHMOND—every TUESDAY, FRIDAY, and SUNDAY as high water.

These sbips are entirely new, and were built expressly for this route.

They have splendid saloous, state-rooms, and bath rooms. The fare, accommodations, and attentions are un Ships going north land at Pier 37, North river foot of Seach street. Ships coming south sali from Pier 43, North river, foot of Christopher street. Cabin fare to New York, \$12 Steerage, \$6 an-

Freights for points beyond New York forwards with dispatch, and no charge made except actual expenses insurred.

Freight received until 5 o'clock P. M. daily.

For further information apply to GEORGE W. ALLEM & CO., Agenta, mw 15 Office Company's wharves. Rocketts

PHILADELPHIA, RICHMOND, AND NORFOLK STEAM.
SHIP LINE.-FOR PHILADELPHIA, FALL
RIVER AND THE EAST VIA FALL RIVER
THREE TIMES A WEEK.-Until further notive the steamers of this line will make tri-weekh
trips, leaving Philadelphia every TUESDAY, and SATURDAY, and Richmond
every TUESDAY, FRIDAY, and SUNDAY, connecting at Philadelphia with Clyde's New EnglandLine for Fall River.
QUICK TIME-FREQUENT DEPARTURESLOWEST RATES.
Freight received daily until 5 o'clock P. M.
JANES W. McCARRICK,
General Sow. ern Agent, Richmond, Va.
WILLIAM P. CLYDE & CO.
General Mausagers,
NO. 12 South Wharves, Pulledebble

No. 12 South Wharves, Proladelphia RO 23 No. 12 South Wharves, Philadelphia.

PICHMOND, YORK RIVER

MERCALANTS AND MINERS TRANSPORTATION COMPANY,
Through-freight route between Richmond (Va.

an' Boston, Providence, and all New England cities
Steamers leave WEST POINT, VA., on each
WEDNESDAY and SATURDAY at 12 noon; conacting with trains from RICHMOND.
Steamers arrive at WEST POINT on each TUES
DAY and FRIDAY.

Direct shipments from Boston via Boston and
Providence Railroad via West Point. Va.

H. T. DOUGLAS, Superintendent.

V. D. GRONER, General Agent.

ap 3

TUD. B. WOOD, D. D. S., M. D. DENTAL OFFICE OVER MESSES, MEADE & BAKER'S, - 919 MAIN STREET.

HENRY C. JONES, D. D. S., DENTAL OFFICE: 915% MAIN STREET (cost) RESIDENCE: 925 SOUTH THIRD STREET. oc 14-soc

L. M. COWARDIN, D. D. S. Assistant. no 17-cod

TOHN MABONY, BENTIST. (formerly Wayt & Mahony.) OFFICE: 625 Main street between Sixth and Ser

COUPE, BLEIGHS, &c. WE HAVE AN EXCELLENT COUPE ande in New York—not injured by use—not in thorough repair, which will be SOLD LOW. ALRO, SLEIGHS and SLEIGH-RUNNERS.

Leave Rich 8:00 A. M. 8:30 P. M. 11:00 P. M. mond...... Due Gor-dons: He... Due Char-11:05 A. M. 7:00 P. M. 2:20 A. M. 11:55 A. M 3:20 A. M. 12:00 noon 3:25 A. M. 2:10 P. M 5:20 A. M. 7:37 P. M. 9:43 A. M. 7:50 A. M 6:50 P. M. 7:00 P. M ELIZABETHTOWN, LEXINGTON & BIG SANDY R. P. C., B. S. AND P. P STEAMER.

WESTWARD.

MAILEDAD LINEA

CHESAPEARE AND OHIO RAIL

TIME-TABLE IN EFFECT DECEMBER 19,

Mail.

8:20 P. M. 8:57 P. M. 7:15 P. N 10:30 P. M 1:30 A. M 6:00 A. M.

day). Richmond to Gordonsville,

EXPRESS TRAIN drilly, Richmond to Huntington, connects closely at Lynchburg Junction for
Lynchburg and Danville, and connects at Ohio
river with steamers for Portsmouth, Maysville, and

CONDENSED SCHEDULES, IN EFFECT NOVEMBER 28, 1880,

Fast Mail. Passenger. Train No. 50. Train No. 48. Passenge and Mail Train No 42. Daily. Daily. Daily. 2:45 P. M. 11:55 A. M. 10:30 P. M. 7:45 P. M. 6:02 P. M. 8:09 P. M. 10:20 P. M. 10:20 P. M.

Lynchourg Passenger Train, No. 44. Datty. 

Salisbury.

Trains from the above-named points serive a Richmond 4:38 P. M., 4:06 A. M., and 6:45 F. M.

Train on North Carolina rathroad leaves Green boro' daily at 8:30 A. M. for Raleigh and Golds boro' connecting at Goldsboro' with Weldon and Wilmington rathroad for Weldon and Wilmington .PULLMAN-CAR SERVICE:

RICHMOND AND ALLEGHANY RAILBOAD CO., GENERAL MANAGER'S OFFICE.
RICHMOND, VA., November 4, 1880. )

PASSENGER-TRAINS ON THIS ROAD Leave Richmond daily, except Sunday, from the company's temporary denot at Oregon Hill bridge, foot of Gamble's Hill, at 3:15 P. M.

Trains will arrive daily, except Monday, at 10:25 A. M.

RICHMOND, VA., November 25, 1880. CHANGE OF SCHEDULE.

NORTH BOUND.

NORTH BOUND.

5:05 A. M., leaves Byrd-Street station daily; due
At Washington, 9:10 A. M.; Baidmory,
10:50 A. M.; Philadelphia, 1:50 P. M.;
New York, 3:50 P. M. Connects with
New York Limited Express, 7545
train steps only at Milford one
Fredericksburg.

8:28 A. M., seaves Byrd-Street station andy (except Sundays); due at Washingtor,
1:20 P. M.; Baltimore, 3:40 P. M.;
Philadelphia, 7:05 P. M.; New York,
10:35 P. M.

4:58 P. M., train leaves Byrd-Street station daily;
due at Washington, 9:30 P. M.; Baldmore, 11:00 P. M.; Philadelphia, 3:25
A. M.; New York, 6:45 A. M.

3:58 P. M., ACCONMODATION TRAIN for
Junction, leaves Broad Street station
daily (except Sanday).

8OUTH BOUND.

BOUTH BOUND.

SOUTH BOUND.

11:38 A. M., arrives at Byrd-Street statiot daily.
Leaves New York, 10 P. M.; Philadelphia, 1:10 A. M.; Balthmore,
4:45 A. M.; Washington, 7 A. M.
2:26 P. M., arrives at Byrd-Street station daily.
Leaves Washington, 11 A. M.; Bastimore, 9:35 A. M.; Philadelphia, 7:30
A. M.; New York, 4:30 A. M. This
train makes no local stops.

9:48 P. M., arrives at Byrd-Street station
(except Sunday), Leaves Washington, 5:30 P.
M.; Philadelphia, 11:45 A. M.; New
York 8:15 A. M.
8:41 A. M., ACCOMMODATION TRAIN arrives
at Broad-Street station daily (except
Sunday).

Trains leaving Richmond at 5:05 A. M. and arriving at 2:28 P. M. do not stop at Elba.
C. A. TAYLOR.

General Ticket Agent
E. T. D. MYERS. General Superintendent
and 26

RICHMOND AND PETERSEURG RAILROAD COMPANY.

COMMENCING SUNDAY, NOVEMfollows:

Collows: LEAVE RICHMOND SOUTH.

2:35 P. M., PAST MAIL daily makes through connections to Savannab. Steps only at Petersburg.

12:00 M., THROUGH MAIL daily, connecting for Charleston, Augusta and Albert (via Charleston), Savannab, Raiseja, Jacksouville. Stops only at Manchester and Cheeter, and at Haif-Way at signal. Pullman sleevers between New York and Savannah on this train.

4:25 P. M. ACCOMMODATION IRAIS and the train of the train will make close connection at Petersburg for Norfolk. Stops at all stations.

7:00 A. M., THROUGH FREIGHT TRAIN dall 10:05 P. M. THROUGH MAIL, daily for Welston, Wimington, Charleston, and South, Stops at Chester, Half Way, and Drew-ry's Buff on Signal. Polimon sleepers on this train between Washington and Charleston. LEAVE PETERSBURG NORTH. 4:05 A. M., PAST MAIL daily. Stops only

4:05 A. M., PAST Chester.

E10 A. M., THROUGH MAIL daily, connect with Richmond. Fredericksburg a Potomac railread for all points Not East, and West. Stops at Marchec and Chester. and at Haifway air Drewry's Hiuff on skensi. Pulli sleepers between Charleston and W. 9:254 M. ACCOMMODATION TRAIN ds (except Sunday). Stope at all

9:254 M. ACCOMMODATION TRAIN discrept Sunday). Stops at all stoom.

2:40 P. M. THROUGH MAM. daily, connect with Richmond, Fredericksburg at Potomac railroad for all points and West. Also, masting close coalstoom with the Chesspeake and Queralroad for the Virginia Springs all points North and West. This train to stops at Mauchester and Chesses Pulluans stepers on any train to tween Savanash and New York.

11:40 A. M., FREIGHT daily (except sunday). Stops at Stations.

All trains leaving Potersburg will statt from the Appointable of the Acceptance of the Station of the St

GEORGE A. AINSLIE & SONS.

BOOK AND JOB WORK NEATLY EX

Due Cincin MAIL TRAIN daily (except sunday), Richmond to Huntisgton, connects closely at Lynchburg Junction for Lynchburg, Bristol, and Danville, ACCOMMODATION TRAIN daily (except Sun

river with steamers for Portsmouth, Maysville, and Cheinnail.

MAIL and EXPRESS connect at Hantington with E. L. and B. S. railroad for Ashland Ky.

SLEEPING-GARS on Express train, Richmond to White Sulphur; and on Mail train, Alderson to Huxtington.

Trains arrive at Richmond—Mail at 9 P. M.; Accommodation at 9 A. M.; Express at 7:15 A. M.; and Mixed Train from Simutton at 5 P. M.

For rates, tickets, sind oazgage-cheeks apply to Chesapeake and Ohlo Railway ticket-office. or Sid Main street, Richmond. W. M. S. DUNN.

Engineer and Superintendens.

CONWAT R. HOWARD. General Passenger and Ticket Agent.

RICHMOND AND DANVILLE RAIL-

Arrive at Burkeville... Sutberlin's.

Gr'nsboro'.. Salisbury ... 10:57 P. M. 10:37 P. M. 11:54 A. M. Alre-Line Junction. 12:23 A. M. 12:00 M. 1:20 P. M. Charlotte... 12:45 A. M. 12:82 A. M. 1:37 P. M.

Allton.
Train No. 48 connects at Sallsbury with Western North Carolina railroad for Asheville and all points in Western North Carolina.
Trains Nos. 50, 48, and 42 connect at Air-Line Junction with Atlanta and Charlotte Air-Line railway for all points South and Southwest, and at Charlotte with Charlotte. Commbia and Augusta railroad for all points South, Southeast, and Southwest. west. Train No. 50 stops only at Jetersville, Decke's Branch, Barkedaie's. Danville, Greensboro', and

PULLMAN-CAR SERVICE:
On Train No. 48—New York and Richmond, or Danville and Atlanta and Danville and Savannah.
On Train No. 42—Washington, Richmond, and Danville, and Danville and Augusta.
Tickets sold to all points sousis, southeast, and southwest, and baggage checked through.
No lay-over checks given on social tickets.
General Passenger and Ticket Agent.
T. M. R. TALCOTT, General Superintendent.
10 28

A. M.

Close connection made with packets at Columbia
MONDAYS, WEDNESDAYS, and FRIDAYS.

For further information apply to agent at depocorner Tenth and Byrd streets. D. AXTELL.

uo 4. General Manager.

Commencing SUNDAY, 28th Instant, trains of this road will run as follows:

7:15 P. M.